

BookletChart™

Fowey Rocks to Alligator Reef

NOAA Chart 11462

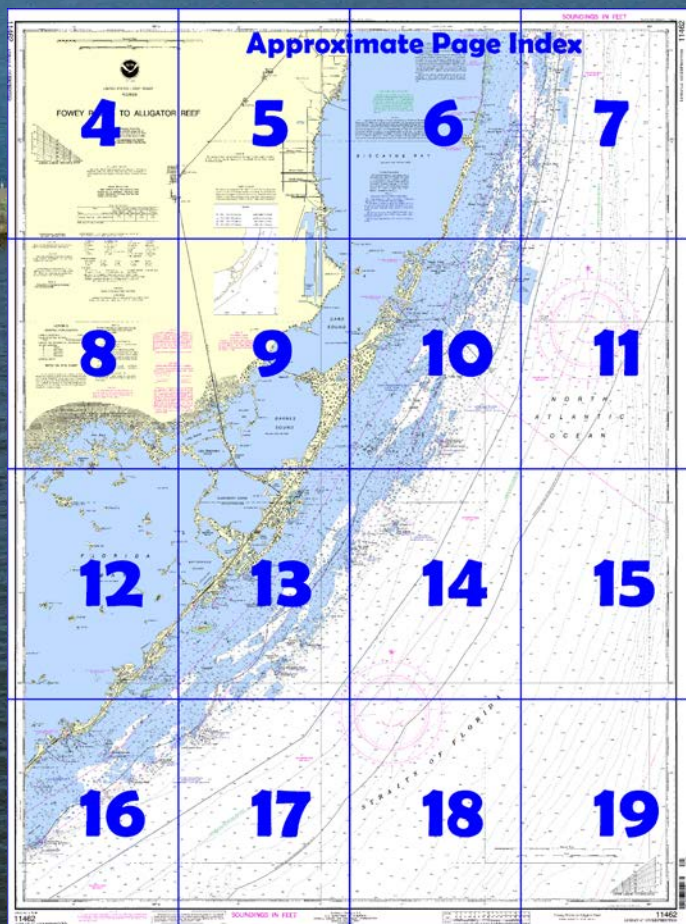


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11462>



(Selected Excerpts from Coast Pilot)

Caesar Creek Bank Anchorage is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank**, with depths of 10 to 12 feet, soft bottom.

Excellent anchorage for small craft will be found in **Caesar Creek**, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel.

Pacific Reef, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22'12"N., 80°08'30"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by

daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet.

A sunken wreck was reported in Hawk Channel 0.3 mile northwest of Turtle Harbor West Shoal Daybeacon 2.

Ocean Reef Harbor is on the east side of **Key Largo**. A privately dredged channel leads to the harbor. The depth in the channel was 7 feet. The entrance channel is marked by a light and private daybeacons. The harbor has good anchorage. A private yacht club is on the north side of the harbor.

An obstruction was reported 0.6 mile east-southeastward of the entrance channel in about 25°18'19.4"N., 80°15'35.2"W.

Key Largo Anchorage, 20 miles southwestward of Fowey Rocks Light, is fair in all but southerly winds. It has a depth of 14 feet, soft bottom, 4.5 miles northwestward of Carysfort Reef Light.

Turtle Harbor, a well-sheltered anchorage between the reefs lying northwestward of Carysfort Reef Light, is one of the better offshore anchorages between Key West and Miami, and is protected from all but northeast winds. It is entered from the Straits of Florida by a marked passage 5 miles northeastward of the light. Vessels of 15-foot draft can use this passage in smooth water. Depths in the approach range from 27 to 38 feet, and at the anchorage from 25 to 28 feet. A submerged pile was reported in the north end of the anchorage about 0.2 mile southwest of Turtle Harbor Daybeacon 6. Vessels can enter Hawk Channel from this harbor by proceeding about 1.3 miles south-southwestward of Daybeacon 6 and then taking a westerly course.

Carysfort Reef Light (25°13'18"N., 80°12'42"W.), 100 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a conical dwelling and stair cylinder.

The Elbow is a reef, 5.3 miles southwestward of Carysfort Reef Light, on which several wrecks have occurred. It is marked on its seaward edge by a light.

Molasses Reef, 15.5 miles southwestward of Carysfort Reef Light, is marked by a light. The entrance to **Molasses Reef Channel**, which has a depth of 8 feet, is south of the light. The shoalest part of the channel is marked by daybeacons. A **no anchorage area**, marked by private buoys, has been established on Molasses Reef.

Florida Bay.—Depths are shallow and irregular; the bottom is mostly mud. From April to October the waters of the bay are clear and the shoals plainly discernible, but during the winter the water frequently turns milky and renders the shoals indistinguishable.

A protected area of the **Everglades National Park** is in the northern part of Florida Bay.

For the protection of wildlife, all keys in the Florida Bay portion of Everglades National Park are closed to landing except those marked as designated camping areas. The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulation.

Manatees.—Regulated **speed zones** for the protection of manatees are posted throughout the Everglades National Park.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

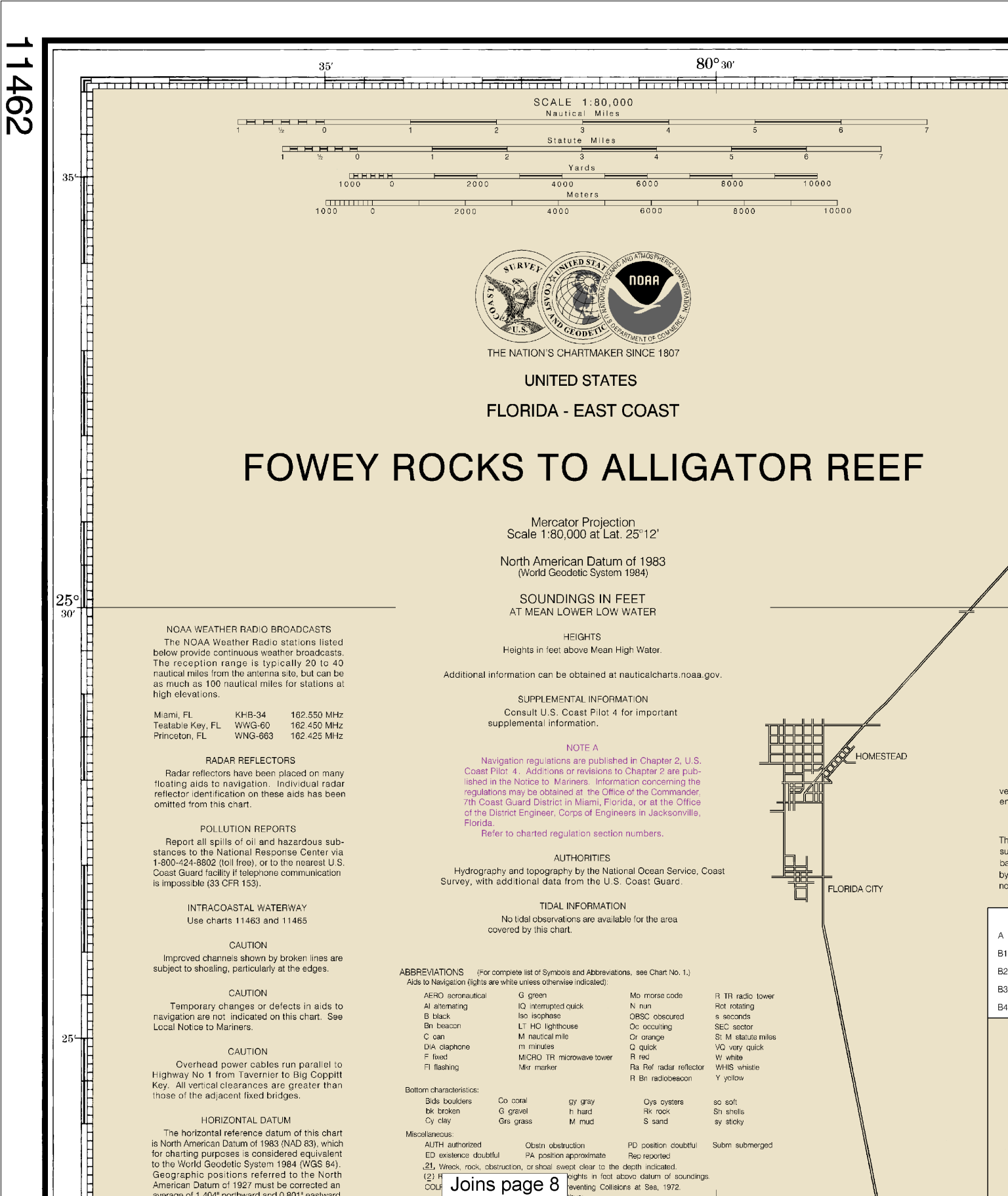
Lateral System As Seen Entering From Seaward

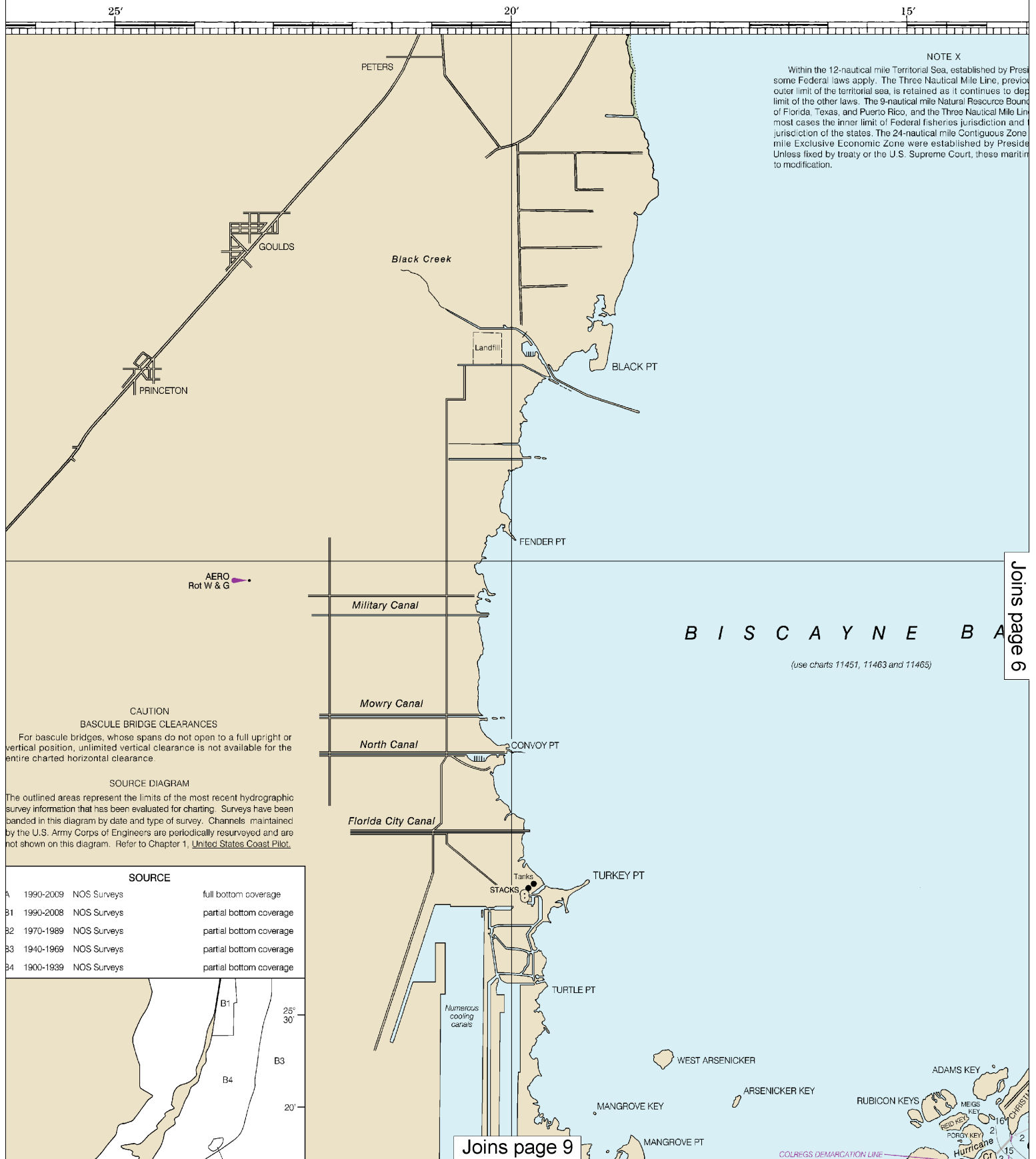
on navigable waters except Western Rivers

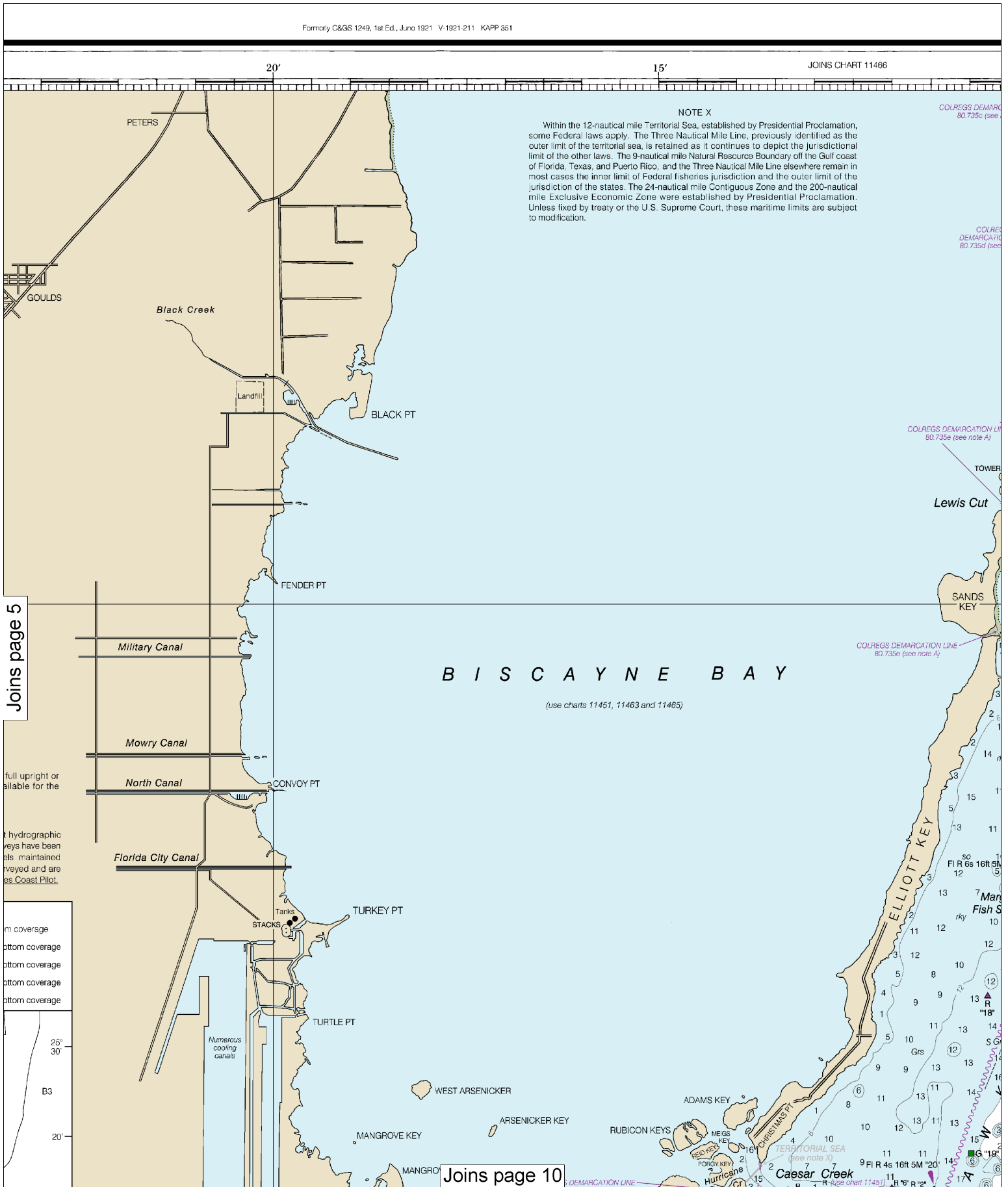


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>







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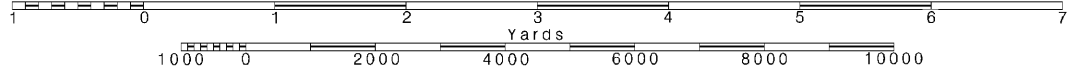
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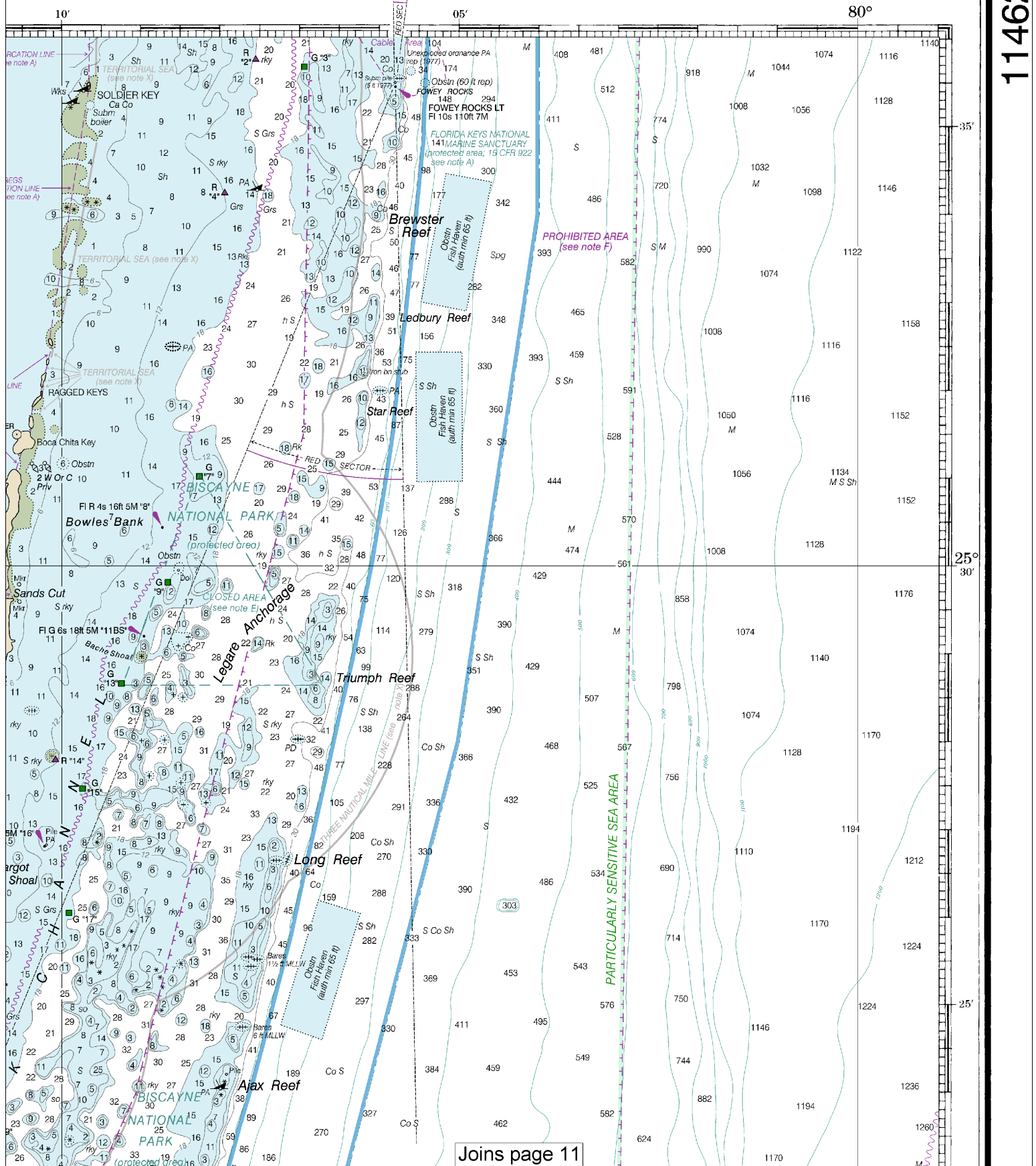
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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Highway No 1 from Tavernier to Big Coppitt Key. All vertical clearances are greater than those of the adjacent fixed bridges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.404" northward and 0.801" eastward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE F

PROHIBITED AREAS

(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE C

Numerous daybeacons, marking the channels to Largo Sound, Snake Creek and Whale Harbor, are not charted.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

Bottom chart	Co coral	gy gray	Oys oysters	so soft
Bids boulders	G gravel	h hard	Rk rock	Sn shells
bk broken	Grs grass	M mud	S sand	sy sticky
Cy clay				

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
 Demarcation lines are shown thus: — — — — —

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE E

BISCAYNE NATIONAL PARK CLOSED AREA

For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:

Scuba diving, snorkeling, swimming, floating and any activity that involves placing persons or equipment on, in or under the water. However, hook and line 'drift' fishing is allowed.

Use of any underwater viewing device including, but not limited to, face masks, glass bottom boats, glass bottom buckets or cameras.

Anchoring any vessel at any time unless an emergency exists.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

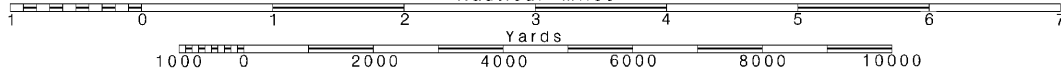


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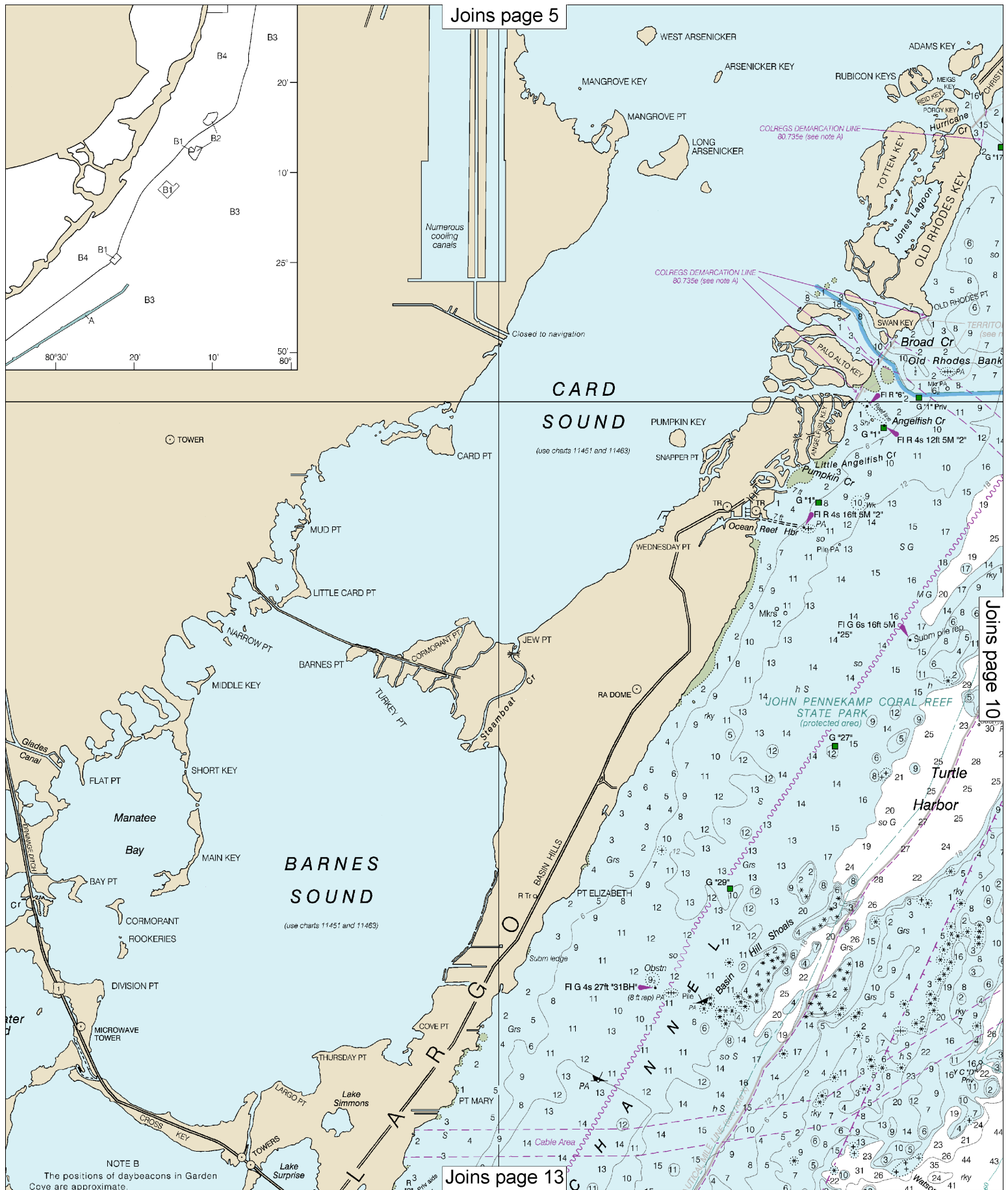
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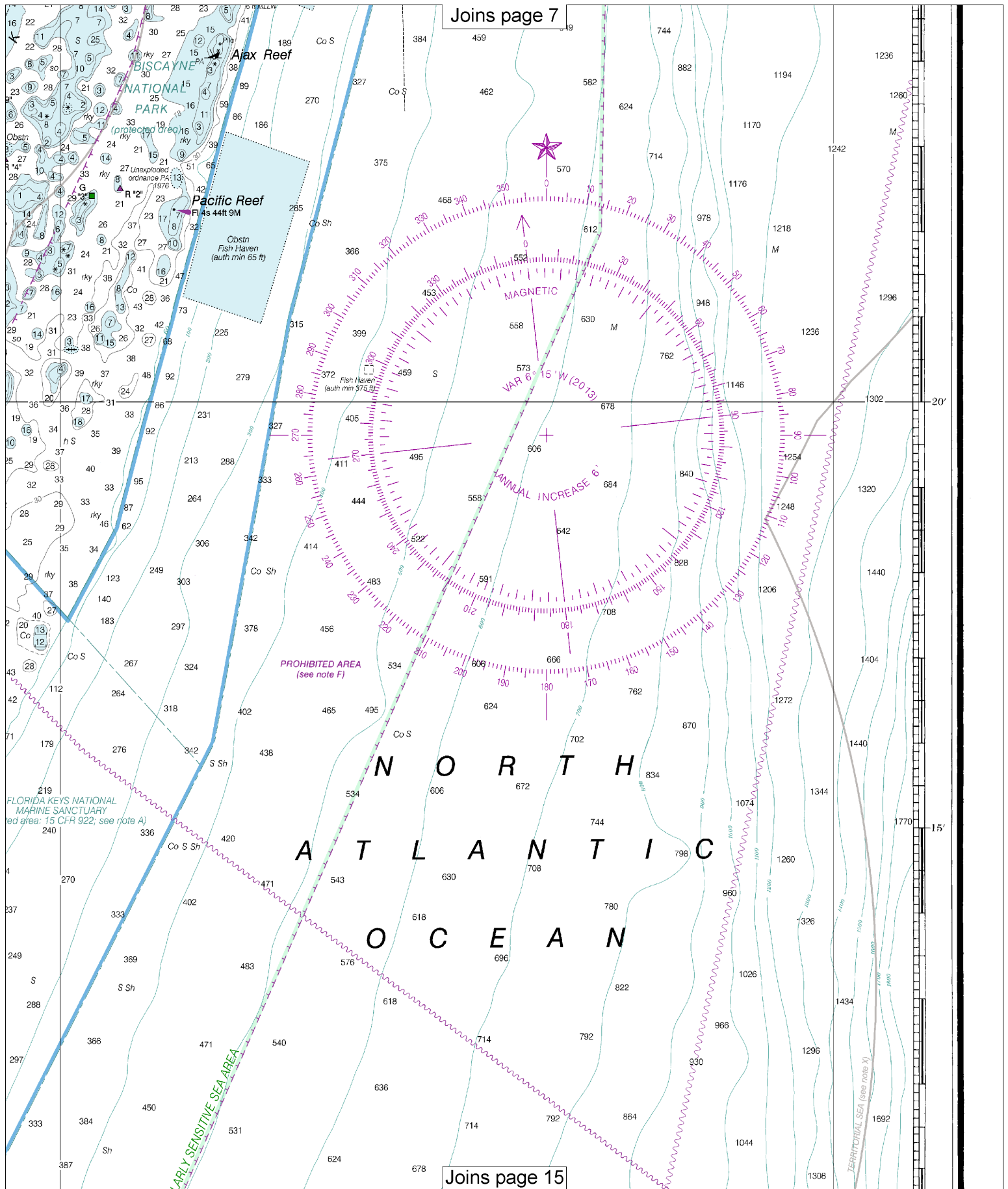
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Nautical Miles

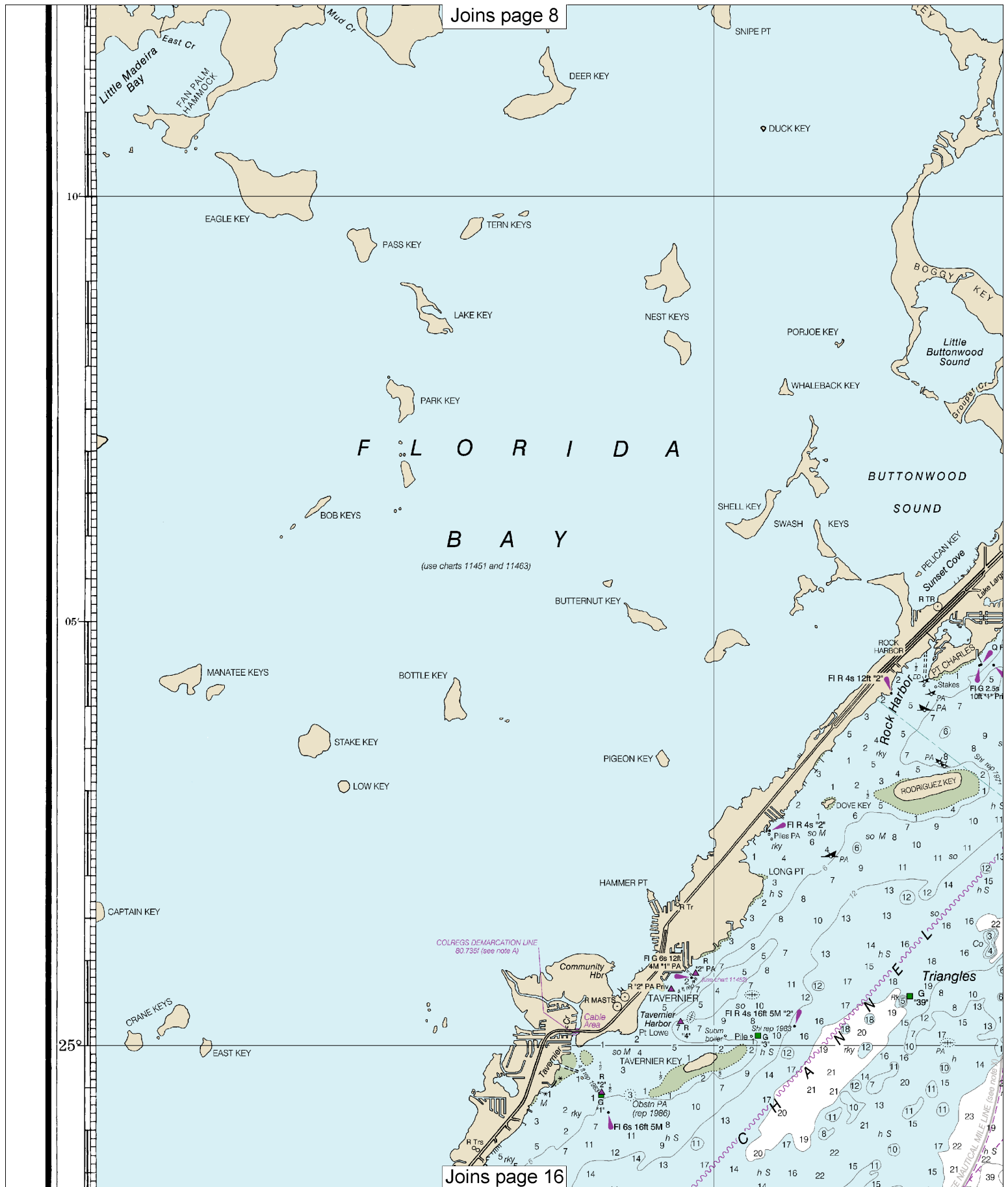
See Note on page 5.



Note: Chart grid lines are aligned with true north.





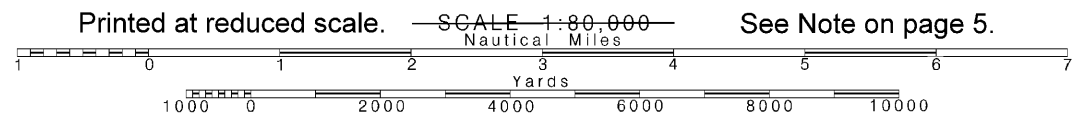


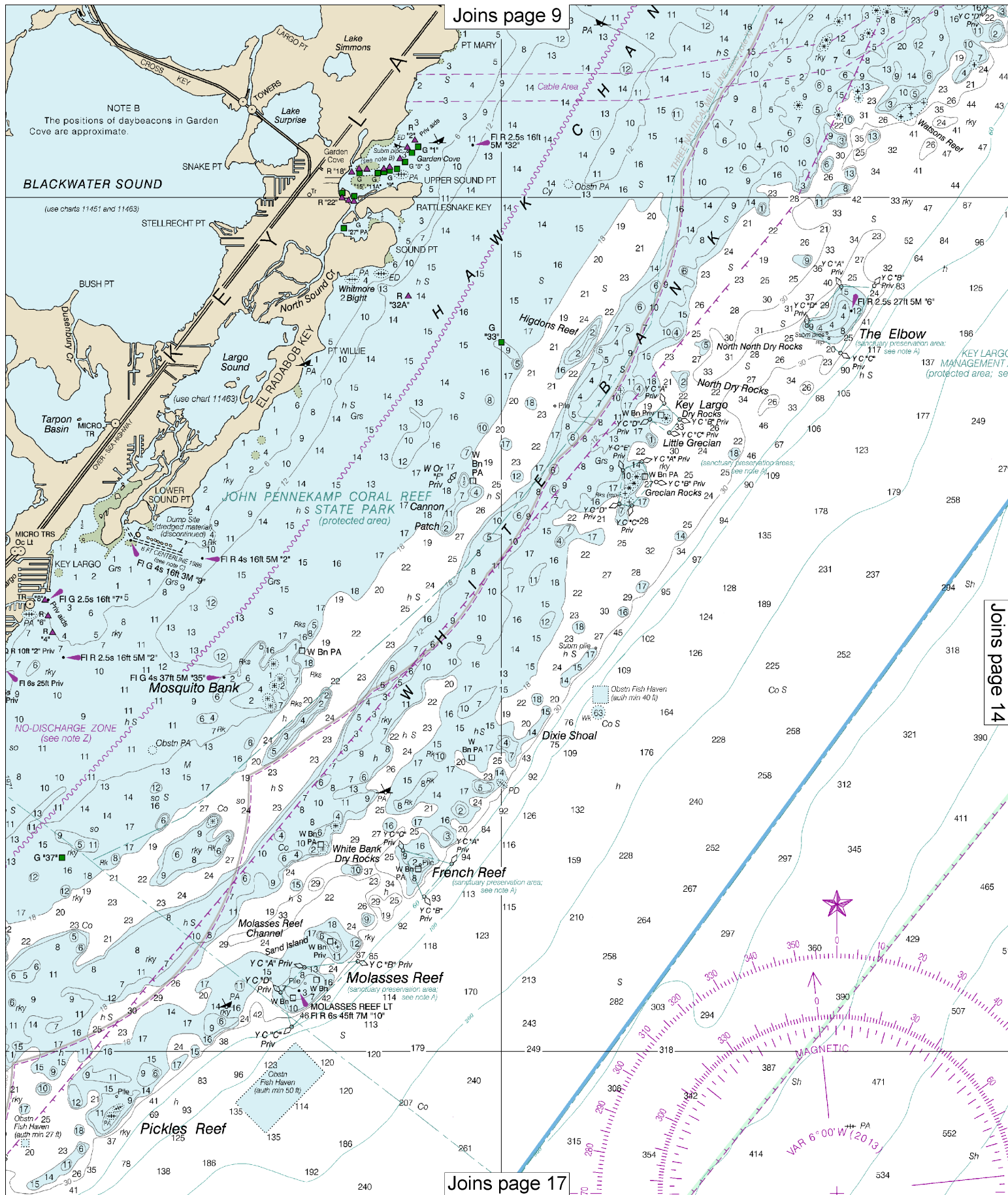
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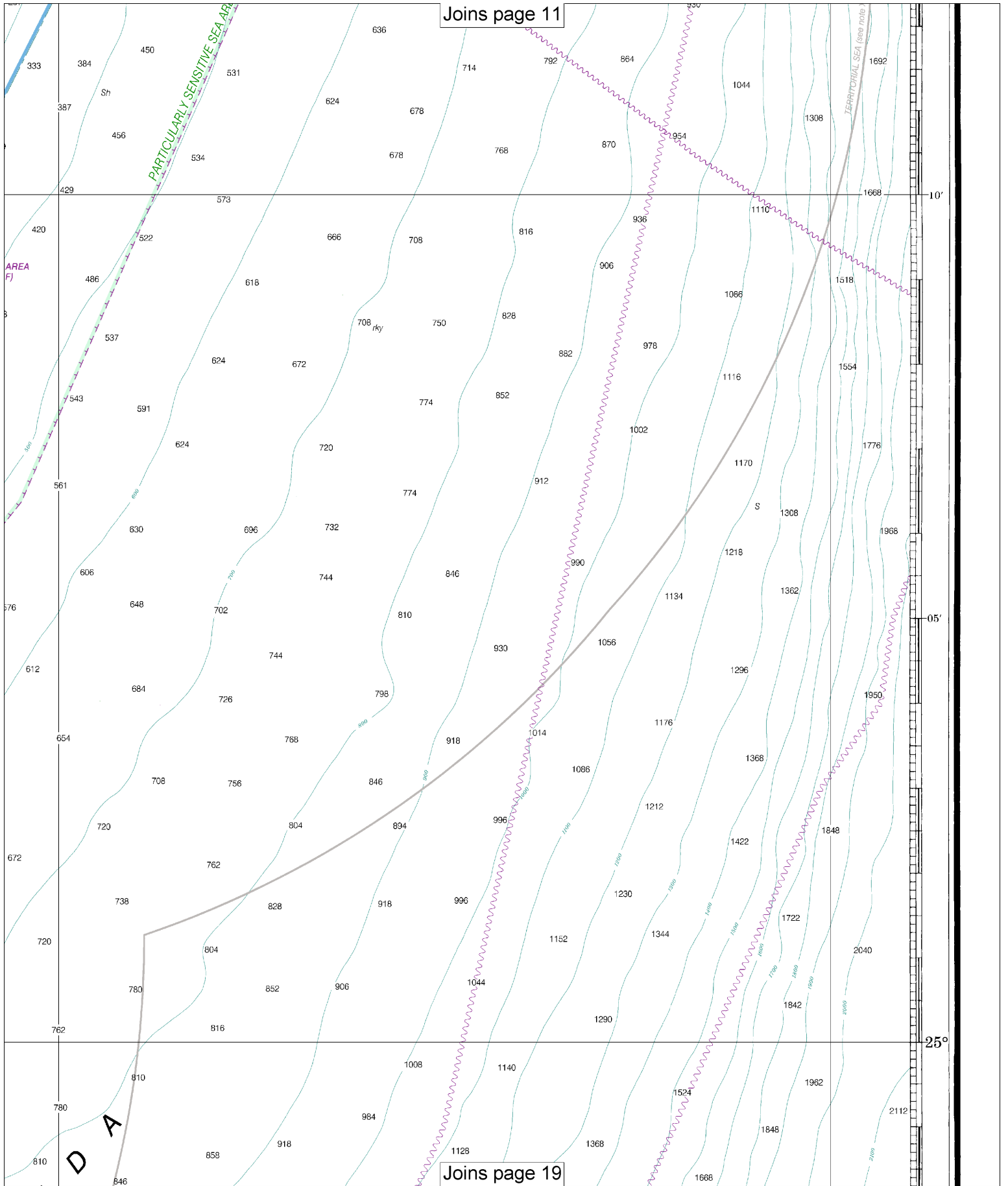
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Note: Chart grid lines are aligned with true north.



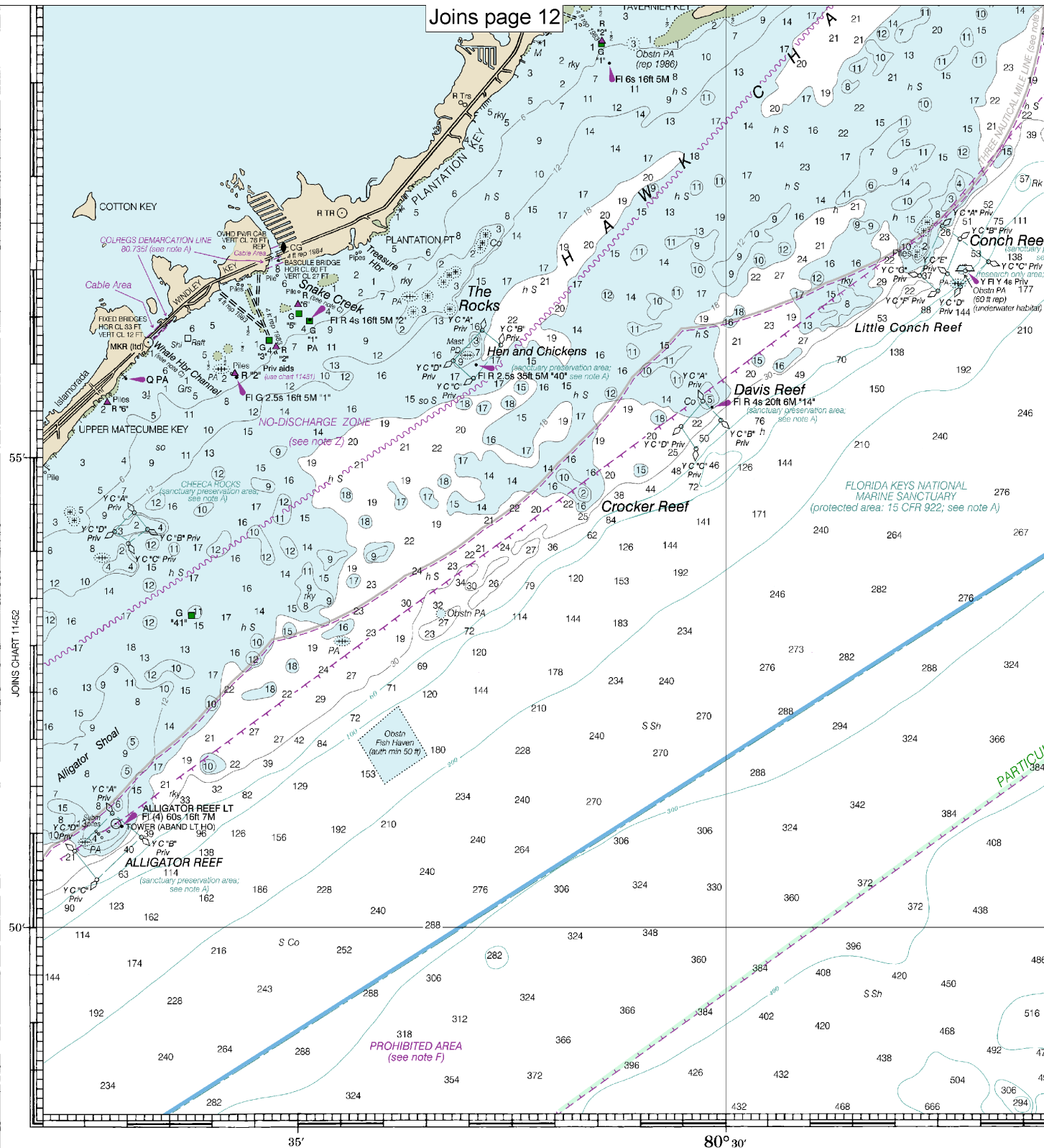


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27th Ed., Jan 2013

11462

Last Correction: 5/12/2016. Cleared through:
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/cor>

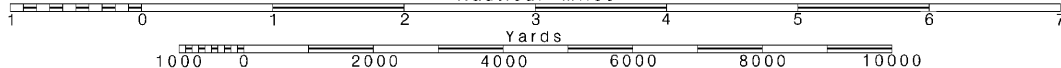
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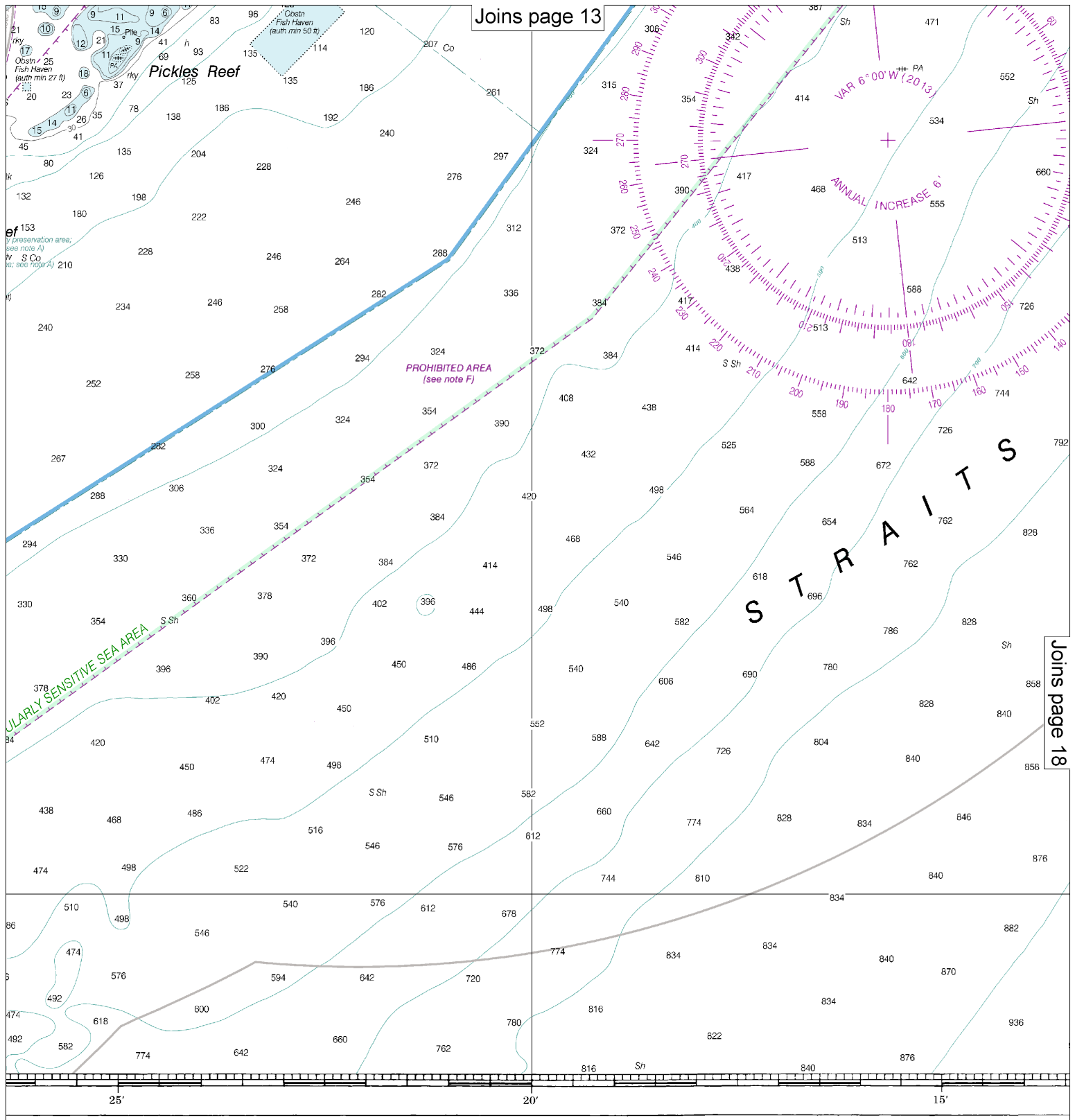
Note: Chart grid lines are aligned with true north.

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SCALE 1:80,000
Nautical Miles

See Note on page 5.





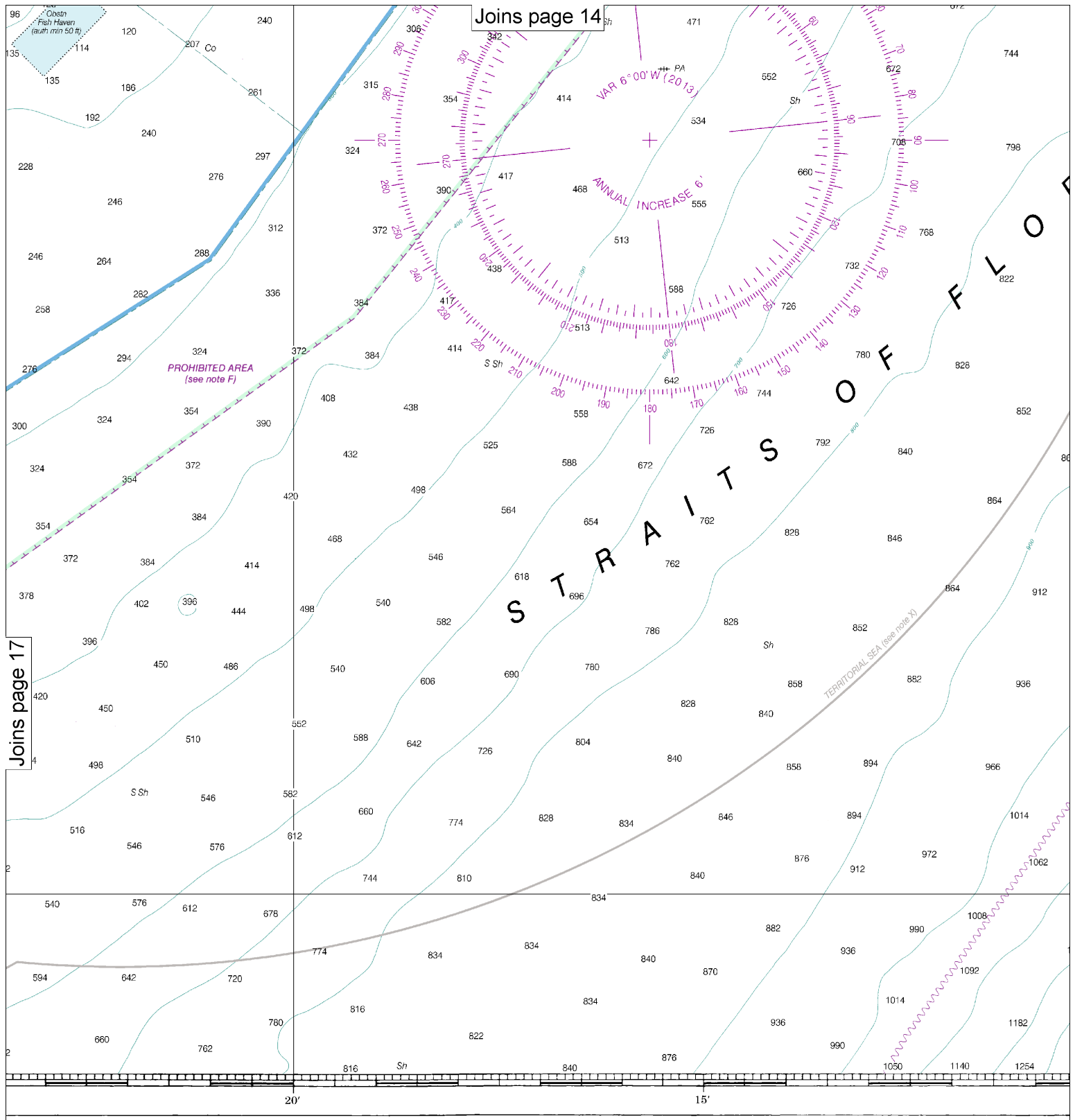
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COAST SURVEY

SOUNDING



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SOUNDINGS IN FEET

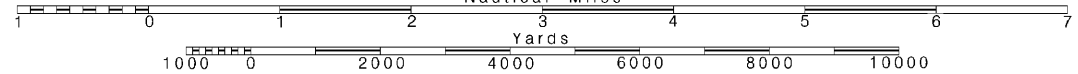
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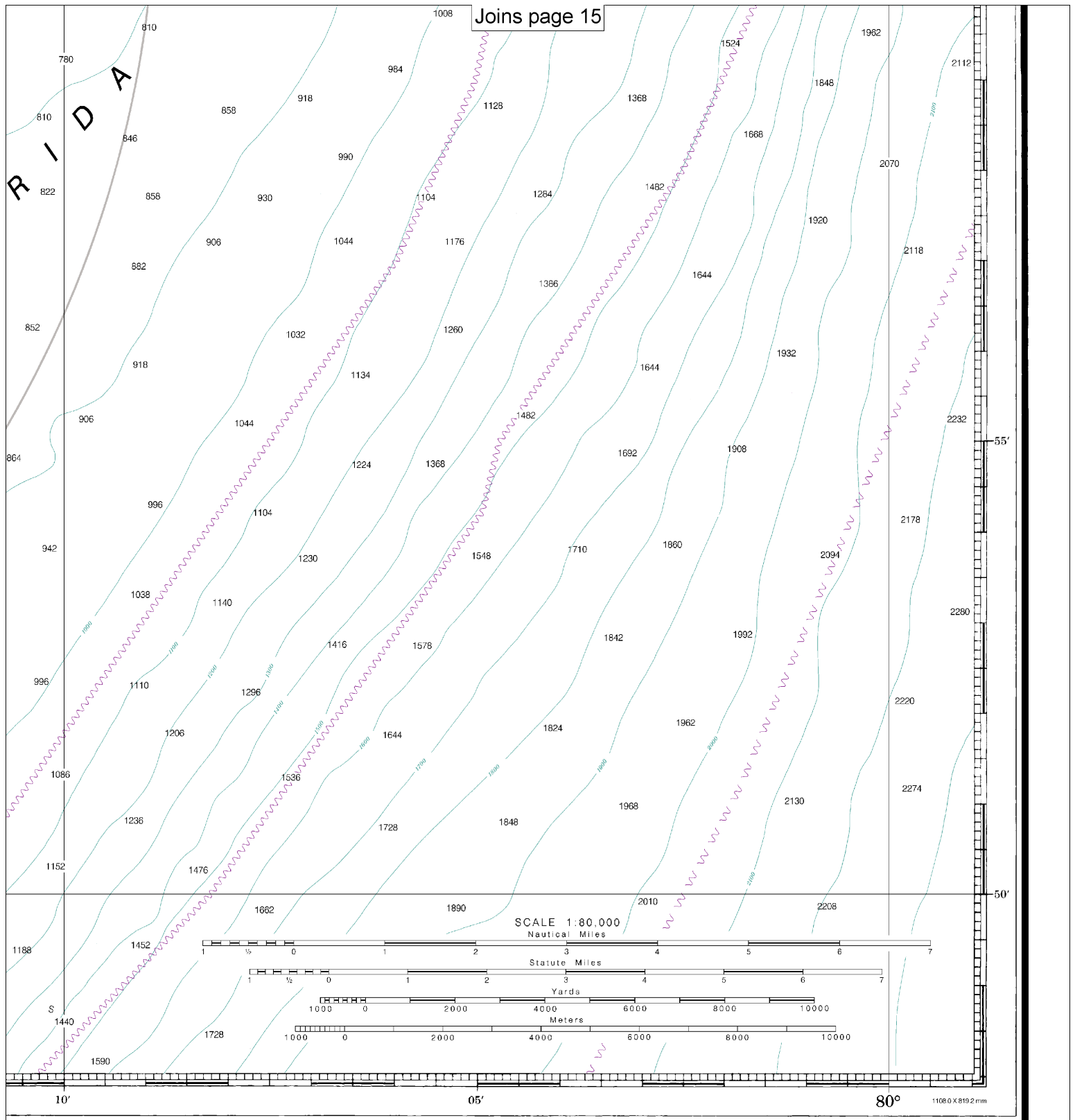
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SCALE 1:80,000
 Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Fowey Rocks to Alligator Reef
SOUNDINGS IN FEET - SCALE 1:80,000

11462



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.